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Village establishments in South Arcot district

* 148 *Q.*—SRI R. S. VEERAPPA CHETTIAR : Will the Hon. the Minister for Works be pleased to state—

(*a*) whether it is a fact that some of the members of the village establishments in South Arcot district have been thrown out of employment consequent on some of the villages having been taken over for the use of the Neyveli Lignite Corporation; and

(*b*) if so, what are the alternative employments provided for them?

THE HON. SRI V. RAMAIAH : (*a*) Yes, Sir.

(*b*) The Neyveli Lignite Corporation has agreed to absorb them in the Corporation staff subject to their eligibility. Instructions have also been issued to Divisional Officers to appoint them in other villages of Cuddalore and Vridhachalam Taluks as and when vacancies arise.

Relieving traffic congestion in the City

* 149 *Q.*—SRI P. K. MOOKIAH THEVAR : Will the Hon. the Minister for Works be pleased to state whether any scheme has been sponsored by the Highways Department to cope up with the traffic problem in the City and the details thereof?

THE HON. SRI V. RAMAIAH : The roads within City limits are under the control of the Corporation of Madras. Hence the Highways and Rural Works Department has no direct Plans or Schemes to cope with the traffic problems in the City. The Highways and Rural Works Department, however, co-operates with the Police to help relieve the traffic difficulties. The implementation of the following proposals will to a certain extent relieve traffic congestion in the City Roads :—

(1) Formation of a ring road to connect the three National Highways.

(2) Formation of an East-Coast Road connecting from near the Oceanic Hotel.

(3) Improvements to road from Harbour to Ennore within City limits also.

(4) Improvements of road Harbour to Avadi via Aminjikarai.

(5) Improvements to G. S. T. Road from Marmalong bridge to St. Thomas Mount.

(6) Bypass for Basin Bridge area.

(7) Improvements to the road from Marmalong bridge to Velacheri and on to Irumbuliyur.

(8) Proposals for widening and strengthening of bridges in all important roads.

(9) Proposals for replacing certain level crossings by over or under bridges.

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Item (3).—The Government have recently sanctioned the work at an estimated cost of Rs. 32 lakhs.

Item (5).—The existing Marmalong bridge has been taken up for widening from State Funds, and the foundation work is in progress.

The remaining works will be taken up for execution as and when funds become available.

Anti-cobra serum

* 150 *Q*.—SRI R. S. VEERAPPA CHETTIAR : Will the Hon. the Minister for Public Health be pleased to state whether there is any scheme to manufacture anti-cobra serum in our State?

THE HON. SRIMATHI JOTHI VENCATACHELLUM : Yes.

திரு. வை. சங்கரன் : இந்தத் திட்டத்தின் பூரண விவரங்கள் என்ன என்று அறிய விரும்புகிறேன்.

கனம் திருமதி ஜோதி வெங்கடாசலம் : கிண்டி இன்ஸ்டிடியூட்டில் ஆன்டி கோப்ரா ஸீரம் தயாரிக்க கட்டிடத்திற்கு அரசாங்கம் ஸாங்ஷன் செய்திருக்கிறது. அதற்கு வேண்டிய ஸ்டாஃப் கொடுக்க ஸாங்ஷன் ஆகியிருக்கிறது. கட்டிடம் எல்லாம் முடிந்து உற்பத்தி ஆரம்பிப்பதற்கு ஏறத்தாழ இரண்டு ஆண்டுகள் ஆகும் என்று கூறிக்கொள்ள விரும்புகிறேன்.

கனம் சபாநாயகர் : கேள்விகள் முடிவடைந்தன.

(Note.—An asterisk * at the commencement of a speech indicates revison by the Member.)

II--CALLING ATTENTION TO DAMAGES TO ROADS AND CULVERTS IN TIRUNELVELI DISTRICT.

SRI M. S. SELVARAJAN : Sir, under Rule 41 of the Assembly Rules I wish to call the attention of the Hon. Minister for Works to a matter of urgent public importance, viz., damages caused to roads and culverts in Tirunelveli district due to heavy rains.

THE HON. SRI V. RAMAIAH : There was cyclonic and widespread rain in the east coast of the State from the 1st December 1963 to 7th December 1963. As a result the roads and the bridges thereon were damaged heavily in the districts of South Arcot and Thanjavur and to a lesser extent in the districts of Ramanathapuram and Tirunelveli.

In the Tirunelveli district, 63 Government roads for a total mileage of about 240 and 107 Panchayat and Panchayat Union Roads for a total mileage of 172 were affected by the rain. The roads were waterlogged and submerged for a few days and consequently the formation of road was weakened and the subgrade was